

May 2015 Volume 37, Issue 5



THE BINNACLE

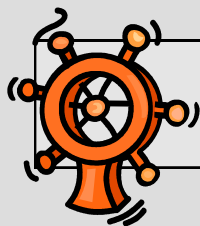
Victoria Model Boats
Victoria, BC



Battle of the Atlantic & Denton Cup Issue



The ducks weren't the only ones not happy we were there



From The Bridge

It has been a busy couple of weeks family-wise with a couple of health hiccups, juggling work with those hiccups and then dealing with model boating events. The Battle of the Atlantic tribute and round one of the Denton Cup went off well although there were fewer boats participating this year than in past years.

The Denton Cup event attracted 10 or so entries – new members found it interesting and somewhat challenging as the cards really called the shots when it came to the points at the end of the run. We will keep track of these and add them to the next run. Thanks to those that came out and assisted. A big thanks to **Bev Andrews** who managed the barbecue and hot dogs on her own. She enjoyed the challenge so much that she has volunteered to have another go at it when the occasion comes up.

Do have a look at Barry's IOM website –

<http://coastaliom.webs.com/apps/forums/topics/show/13182085-we-re-here?page=last>

This should take you to his Blog at the World IOM sailing event in California. Our member **Peter Stevens** qualified for this being 1 of the 2 entries for Canada. Barry is down there assisting with measuring boats, using his starting sounds and having a first hand look at a World sailing event. We wish Peter the best of luck in the races – he has recently completed the build of a new IOM which he only had a couple of weeks to test and practise with at Beaver Lake before heading south. I'd encourage all members to spend some time and have a look at the photos and the various posts.

Back to our neck of the woods – don't forget this May long weekend and the Maple Bay Wooden Boat Festival. They will have the pond set up for use by our club and the Nanaimo Model Boat Club. Saturday and Sunday are always busy – lots of interest and usually lots of questions as we do have



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

June 14th: Swampy Buggy Challenge & Denton Cup
July 12th: Strawberry Festival



Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Rd.
Upcoming Meetings: May 14th,
June 11th



POWER: Sundays 10 – 12
Harrison Model Yacht Pond (HMYP)
Dallas Road at Government Street



SAILING: 1st and 3rd Sundays
Beaver Lake



LANGFORD LAKE
Wednesdays 9:30
Langford Lake, Leigh Rd at Trillium

a large audience of boat owners there.

Show and Tell – every meeting we see something different – either a new build or some specific technique that can be useful to all – don't be afraid to bring your project along and show the rest of us what you are building.

We are looking forward to the summer season and other events that we can be involved in. Tidy up your boats, check the batteries and let's just go boating!

Mike





Bismarck leading the Sail Past



Jim Cox giving the history of the Battle of the Atlantic







Denton Cup Results

On Sunday May 3rd, we held the first running of the Denton Cup. The results are posted below.

Name	Score
Ron Armstrong	38
Graham Smith	33
Lance Bull	30
Jim Cox	22
Bob Rainsford	22
Mike Claxton	19
Daniel Gilbert	13
Bill Andrews	12
Pascal Smyth	9

For those of you who missed it or had an off day, fear not. The format has been changed so it's a best two scores out of a possible three. The next event is scheduled for June 14th, following the Swamp Buggy Challenge.

I would like to thank those people who volunteered to be our harbour masters for this event, also to **Bev Andrews** for being our hotdog cook. Special thanks to **Angela & Lance Bull**, who took it upon themselves to scoop out large amounts of leaves out of the pond to make our sailing better and to **Barry Fox** for making up new cards after we realized just days before the event we couldn't find the old ones.







Victoria Model Shipbuilding Society

Call to order: 7:40 pm

1. New member/guests:

- Guests- Tony Stark and son Mason

2. Health & Welfare:

- None to report

3. Club finances by Mike Creasy:

- No significant changes
- \$750 club insurance coming up

4. Presentation by Ron Hillsden

- Vacuum Forming
- Thanks Ron!

5. Upcoming Events (Mike Claxton):

- Nanaimo Show- Country Club Mall-April 9 to Sunday
- Battle of the Atlantic & Denton Cup-May3
- May long weekend-Maple Bay Wood Boat Festival-pond set up for both Nanaimo & our club to run boats
- Swamp Buggy Challenge, June 14 @10:00 am Harrison Pond followed by the Denton Cup

6. Boats for sale (Jim Cox)

7. Show & Tell:

- Arnold McCutcheon – Showed his 3 panel solar powered boat with battery backup
- Bob Rainsford- Showed his nearly completed SMIT Billings tug
- Terry Gerard- First out of the gate with his partially completed Swamp Buggy

2015 Executive Committee

President: Mike Claxton	479-2258
Vice-Pres: James Cox	382-3266
Secretary: Jim Briante	590-5708
Treasurer: Mike Creasy	888-4860
Director @ Large: Pascal Smyth	508-1016
Show Coordinator: B.Andrews	479-2761
Binnacle Editor: Scott Munford	382-1673
Quartermaster: Bob Rainsford	383-2256
CRD Liaison: Adrian Harrison	592-4232
Parks Liaison: Mike Claxton	479-6367
Sailing Director: Peter Stevens	656-8999
Publicity: Ron Armstrong	385-9552
Memberships : Barry Fox	294-0350

All above (250) area code



Your Executive meets the last Thursday of every 2nd month!

The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

Mailing address:
106-4480 West Saanich Road
Box 55
Victoria, BC V8Z 3E9

Contributions to the Binnacle are welcomed.

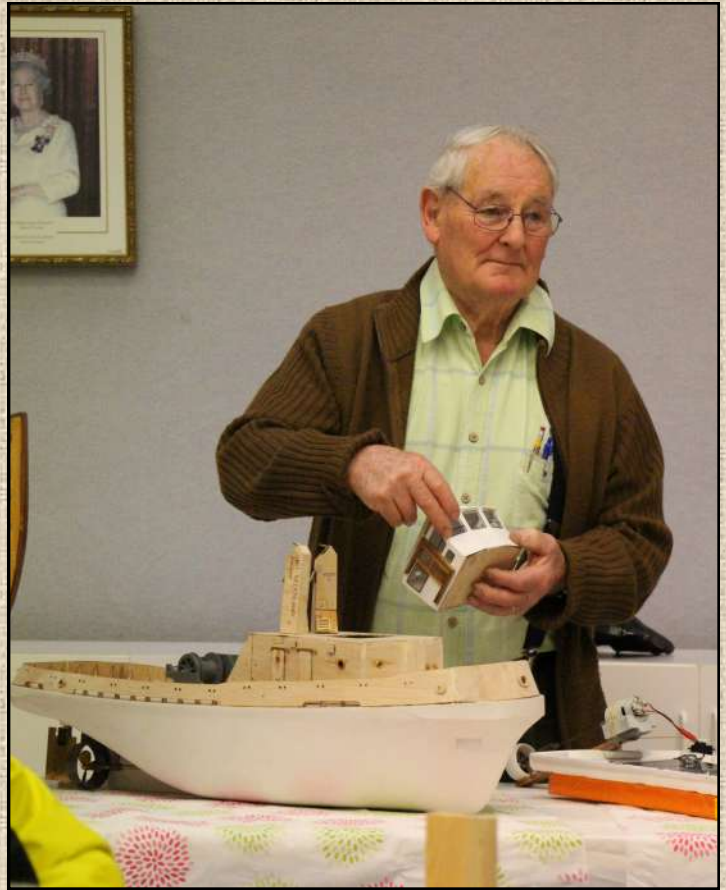
Deadline for submissions: **Sunday before the monthly meeting.**

Editor: newsletter@vmss.ca



Meeting Moments







Old Wood & Rusty Iron – by Mike Creasy

Battle of the Atlantic Pt 2.

The Battle of the Atlantic was near its peak in the winter and spring of 1941/42. The Allies were beginning to bring on more ships and better equipment; the Germans had perfected the “wolfpack” technique of coordinated attacks on convoys by groups of U-boats.

The tactical use of Asdic was being refined, and beginning to show results in terms of the number of U-boats attacked and sunk. But the numbers were still ugly – one U-boat sunk for every 10 merchant ships and only 2 merchant ships lost for every one built.

In September 1941, 53 merchant ships – over 200,000 tons - were sunk by U-boats.

Convoy SC 42 sailed from Sydney, Nova Scotia on August 30 1941. Comprised of 64 merchant ships in ragged lines covering about 25 square miles of ocean, the convoy headed northeast past Cape Race and towards Cape Farewell at the south tip of Greenland. The “SC” prefix meant that these cargo ships were slow, capable of speeds between 6 and 9 knots. Faster ships, able to make 9 to 15 knots, sailed in convoys with the prefix “HX”.

Rounding Cape Farewell, escort duty changed to the Newfoundland Group, and the destroyer **SKEENA** and three corvettes (**ORILLIA**, **KENOGAMI** and **ALBERNI**) took over. Four small ships armed with very basic detection gear, a limited number of depth charges and a lot of guts would be responsible for the convoy until reaching the Mid-Atlantic meeting point, south of Iceland. From there, a new escort group would take the convoy into the Western Approaches.

7 days out and the convoy was running (make that crawling) up the Greenland coastline. Wolfpack Gruppe Markgraf, consisting of 14 boats, had been positioned in the area since August 28. Atlantic Command was aware of the pack from the heavy concentration of wireless signals, and had diverted SC-42 to the north in an effort to avoid detection. It didn't work.

At 9:37 pm on September 9, a ship on the port side of the convoy, the **MUNERIC**, was torpedoed by **U-432** and sank quickly. **KENOGAMI** gave chase but was soon called back because another U-boat had been sighted.

At 9:40 **EMPIRE SPRINGBUCK** was torpedoed (**U-81**), and then just before midnight, the **BARON PENTLAND** was hit followed minutes later by a hit on the tanker **TACHEE** (both by **U-652**). Machine guns on civilian and navy ships alike blazed away at real or imaginary targets as everyone felt the need to do something about those damn torpedoes. At 2:10 am the **WINTERSWIJK** was hit, then the **STARGAARD** (both by **U-432**) and the **SALLY MAERSK** (**U-81**). All three sank. Just after 5 am, it was the **EMPIRE HUDSON**'s turn (**U-82**).





As daylight came, the four escorts were looking for survivors from the night's sinkings, rounding up stragglers and having a go at asdic targets in their spare time. Wolfpacks generally preferred to attack at night, when they could run in on the surface at high speed and attack from inside the convoy lines before diving to make their escape. But that didn't always mean that daylight brought safety...

Sure enough, at 11:43 am, the cargo ship **THISTLEGLLEN** was hit (**U-85**). Loaded with steel and iron, she sank like the proverbial rock.

Long range Catalina flying boats helped to keep the wolfpack at bay for the rest of the day (September 10/41). One of the escort corvettes (**ORILLIA**) was off towing the tanker **TACHEE** towards Iceland, but as evening fell things began to heat up again. At 8:57 pm the **BULYSESSES** was sunk, followed twenty minutes later by the **GYP SUM QUEEN** (both by **U-82**). The escort was now reinforced by the RCN corvettes **CHAMBLY** and **MOOSE JAW**, which had been out on a training mission, and now pressed into urgent duty.

Almost immediately, **CHAMBLY** got an asdic contact and ran in to drop depth charges. As she circled to drop a second pattern, **U-501** surfaced just off **MOOSE JAW's** port bow. The U-boat stopped and her crew poured out of the conning tower onto the main deck. **MOOSE JAW** came alongside, and the U-boat's skipper leapt aboard followed by some of his crew. Some of his crew were not impressed with his lack of fighting spirit, and the U-boat quickly got under way again.

MOOSE JAW opened fire and then rammed. **U-501** stopped again, and a boarding party from **CHAMBLY** forced its way into the conning tower. Unfortunately, the boat was sinking fast and there was no chance to save this valuable prize. The two Canadian corvettes saved all but eleven of the U-boat's crew and rejoined the convoy.

At quarter to one in the morning, **STONEPOOL** was torpedoed and sunk, followed a few minutes later by **BERURY** (both by **U-207**). Later that night, **SCANIA** and **EMPIRE CROSSBILL** were sunk (both by **U-82**) and then **GARM** (**U-432**).

The escorts did what they could in the face very long odds. By noon on September 13, laden with survivors, short of depth charges and fuel, and exhausted by the last few days' entertainment, the sight of the Iceland-based escort group must have been very welcome.

The Canadians could now head home to rearm and refuel before doing it all again in 24 hours or less.

Gruppe Markgraf continued to shadow Convoy SC-42 until September 14, when the operation was called off due to continued bad weather and poor visibility. A chance encounter meant the end for the freighter **JED-MOOR**, sunk by **U-98** on September 16 near the Hebrides. 16 ships out of the original 64 didn't make it.

This particular story was not unusual – it was a way of life for Royal Canadian Navy and Merchant Marine sailors alike – and it continued through 1941 and into 1942. The tide began to turn in 1942 and '43, as the U-boat threat was blunted by stronger escorts and the declining strength of the U-boat fleet.

Canada contributed men, equipment, and fighting spirit from the earliest days of the war until the bitter end. For sailors, an important part of that contribution came from two remarkable types of ship, built in Canadian shipyards coast to coast.

Bibliography:

The Far Distant Ships, Joseph Schull, Queen's Printer, 1961
The War at Sea Volume 1, S.W. Roskill, HMSO, 1954
www.uboa.net





Shelbourne Shipyard

The Shipyard has been contracted for it's largest project to date, literally. For those of you who were at the April meeting, we all saw the 6 ½ft tug that Jim Cox was selling. Well the following day it ended up on our buffet, much to my wife's dismay but I had no where else to put it. I am surprised no one else was interested in it. Someone spent hundreds of hours getting it to this stage.

It was missing a rudder but I did manage to find a picture of the rudder plan on the net. Just enlarged it to my scale and took it & some wood out to fellow member **Pascal Smyth** at Heritage House Trophies & Awards and had one laser-cut. Emails back and forth to **Bryon Calverley** about ballast & motors for his Master helped me out too. Decided to go with an 800 motor direct drive and a 5" prop. I originally planned to go with a 4" prop but once installed it seemed small and I still had more room for expansion. On that note, does anyone need a 4-bladed 4" prop? I have one cheap. One little thing the unknown builder forgot was to install a deck hatch at the stern. I hated to cut a square hole in the beautiful plank deck but there was no other way to install the gear. My smoke stack consisted of a trip to Home Depot. A piece of PVC tubing, two couplers and a hack saw. Viola. Looks as good as original

Motor installation should begin this week. I'll be using two 12-volt batteries for power. That will help for ballast as well as supply the motor and smoke generator for a good length of time. Painting of the hull is nearly done as well as the cabin. The pilothouse will take a bit, as I'm undecided on how I want it done. The plan is to have in the pond in two weeks for ballasting and at least operational for the Strawberry Festival.



Because of the latest acquisition, I had to delay work on my aircraft carrier for now. Working on two boats at the same time is my limit.



All my power train bits have arrived for the Arizona. One motor is secured in place. My original thinking was to power all 4 screws but once I started it became apparent that with 4 motors, 2 speed controllers and 2 batteries, weight would become a serious issue. So in the end, only 2 props will be powered, the remaining two will turn freely on their own. Also only one battery and one speed control too. This is due for pond testing very soon as well.



See everyone pond side.

Scott Munford
Yard Master





IN MEMORIAM



It is with great sadness that I let you know that little Harley passed away in his sleep. His heart was just too big for his little body. He always knew he was a big dog. We miss him so much already. He had a good time on his walks with Charley and Sophie. Loved to greet his neighbours. He was so proud to ride on the barge behind the tug boat and show off to all the kids. He took his work seriously. He loved to help pull weeds and watch out for that fish if you happened to catch one!!! He's free now to chase all the birds in the heavens. He'll run and run, and run.

Deeply missed by his earth Mom - Sue Newmeyer

Disclaimer

In no event shall this newsletter be responsible or liable, directly or indirectly, for any damage or loss caused or alleged to be caused by or in connection with the use of or reliance on any such content, goods, or services available on or through any such site or resource.



How would you like to win \$200 cash & a free membership?

Every member who brings an item for **"Show & Tell"** will get an entry into the draw. Bring an item every meeting and you can have 12 entries in it. At the end of the year, one lucky name will be drawn.

So dust off your projects, tips & ideas and bring them along.

2015 Scheduled Events

May 16-17 th	Maple Bay Marina Wooden Boat Festival
June 4-5 th	Anacortes Maritime Festival
June 13 th	Northwest Club Opening Regatta – Bellevue
June 14 th	VMSS Swamp Buggy Challenge & Denton Cup
July 12 th	Strawberry Festival
July 25 th	BC Aviation Museum Open House
August 9 th	Denton Cup
August 16 th	Burnaby Regatta – Central Park
September 5-7 th	Saanich Fair
November 12 th	Annual General Meeting
December 10 th	Christmas Dinner & Awards



EAGLERIDGE RC HOBBIES

#105 - 1089 Langford Parkway
Victoria, BC Canada V9B 0A5

*In City Centre Park,
next to PlayZone & Mini-Golf*

Phone: **778-433-8133**
www.eagleridgerc.com

BC Shaver & Hobbies

Garnet Rancier

742 Fort St, Victoria BC V8W 1H2
(250) 383 0051
<http://www.bcshaver.com/>



Ship Kits & Accessories
Radio Control
Tools and Materiel



INDUSTRIAL PLASTICS & PAINTS

HERITAGE HOUSE



TROPHIES & AWARDS

HERITAGE HOUSE TROPHIES & AWARDS

135-2745 Veterans Memorial Parkway, Langford
250-590-5446

website: www.heritagehousetrophies.com
e-mail: hhtrophies@shaw.ca

Langford Tech Cave

ELECTRONICS MULTICOPTERS 3D DESIGN
AND MORE!

www.langfordtechcave.ca

langfordtechcave@gmail.com (778) 433-2190